

**DEPARTMENT OF TRANSPORTATION****DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 70.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-007311**Date Inspected:** 15-Jun-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 730**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1630**Contractor:** Japan Steel Works**Location:** Muroran, Japan**CWI Name:** Chung Fu Kuan**CWI Present:** Yes No**Inspected CWI report:** Yes No N/A**Rod Oven in Use:** Yes No N/A**Electrode to specification:** Yes No N/A**Weld Procedures Followed:** Yes No N/A**Qualified Welders:** Yes No N/A**Verified Joint Fit-up:** Yes No N/A**Approved Drawings:** Yes No N/A**Approved WPS:** Yes No N/A**Delayed / Cancelled:** Yes No N/A**Bridge No:** 34-0006**Component:** Tower, Jacking, and Deviation Saddles**Summary of Items Observed:**

On this date Caltrans OSM Quality Assurance (QA) Inspector Mr. Art Peterson was present during the times noted above for observations relative to the work being performed in Fabrication shop #4 and the Foundry shop at Japan Steel Works.

**Machine Shop #4:**

Final Machining Operation on Saddle: Tower Saddle Segment T1-1 (cast section welded to steel section)

The QA Inspector observed that tower saddle segment T1-1 is located in Machine Shop #4 to have the final machining performed. On this date, the QA Inspector observed that the interior of the north cable trough is being milled to final dimensions on the tower saddle segment.

**Fabrication Shop #4:**

NDT operation on Saddle: Tower Saddle Segment T1-2 (cast section welded to steel section)

The QA Inspector observed Nikko Inspection Services (NIS) Quality Control (QC) NDT Inspector Mr. R. Kumagai (#132) performing the magnetic particle test (MPT) inspection (dry method) on the partial-joint penetration (PJP) groove welds of the rib plate to base plate, rib plate to stem plate, and stem plate to base plate of tower saddle segment T1-2. The QA Inspector observed that the MPT inspection was in process on tower saddle segment T1-2.

NDT Operation pending on Saddle: Tower Saddle Segment T1-3 (cast section welded to steel section)

The QA Inspector was informed by Quality Control Inspector Mr. Chung Fu Kuan that Nikko Inspection Services (NIS) QC NDT Personnel would resume the magnetic particle test (MPT) inspection (dry method) on the

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complete-joint penetration (CJP) and partial-joint penetration (PJP) groove welds on the rib (cast section) to rib plate (steel section) and the stem (cast section) to stem plate (steel section) of tower saddle segment T1-3 at a later date. The QA Inspector observed that no other work was performed on tower saddle segment T1-3.

Storage of Saddle: West Deviation Saddle Segment W2-E1 (cast section welded to steel section)

The QA Inspector observed that west deviation saddle segment W2-E1 is located in Fabrication Shop #4. On this date, the QA Inspector observed that no work was performed on west deviation saddle segment W2-E1.

Storage of Saddle: West Deviation Saddle Segment W2-E2 (cast section welded to steel section)

The QA Inspector observed that west deviation saddle segment W2-E2 is located in Fabrication Shop #4. On this date, the QA Inspector observed that no work was performed on west deviation saddle segment W2-E2.

### Machine Shop #4

Final Machining Operation pending on Saddle: West Deviation Saddle Segment W2-E3

The QA Inspector observed that west deviation saddle segment W2-E3 is located in Machine Shop #4. The JSW personnel previously performed the dimensional inspection and verified the location of the rib and stem against the approved drawings. Afterwards, the JSW personnel scribed the assembly control lines (ACL) on the edges of the ribs, stem and base plate for reference points during machining. On this date, the QA Inspector observed that the machining operation has not started on west deviation saddle segment W2-E3.

### Fabrication Shop #4

Cutting Operation in process on Saddle: West Deviation Saddle Segment W2-W1 (cast section welded to steel section)

The QA Inspector observed the JSW personnel removing the lifting lugs using a cutting torch- (oxy-acetylene) that were located on the ends of the rib sections. Afterwards, the remaining material will be removed with a grinder. The QA Inspector observed that the cutting operation on the end of the ribs was in process at the end of the QA Inspectors' shift.

Beveling Operation pending on Saddle: West Deviation Saddle Segment W2-W2 (steel section)

The QA Inspector observed JSW personnel performed the re-beveling operation on the rib plates and stem plate's prepared edges (face of bevels) of west deviation saddle W2-W2 (steel section). These areas were re-beveled to the scribe lines (layout marks and punch marks of the final dimension of the groove area) prior to the fit-up operation of west deviation saddle W2-W2 (cast section). On this date, the QA Inspector observed that the re-beveling operation will resume at a later date.

Temporary Attachments welded to Saddle: West Deviation Saddle Segment W2-W2 (cast section)

The QA Inspector observed that the JSW welding personnel completed the welding of the (4) temporary attachments - (stay plates) on the interior of the trough of west deviation saddle segment W2-W2. The purpose of welding the temporary attachments- (stay plates) to the interior of the trough are for dimensional and distortion control prior to the start of the weld operation that will join the built-up (steel section) to the (cast section). The Quality Control Inspector Mr. Chung Fu Kuan informed the QA Inspector that JSW uses their in-house weld procedure specifications to perform the welding of the temporary attachments- (stay plates) at specific locations. These specific locations have excess cast material which will subsequently be machined off at a later date. On this date, the QA Inspector observed that no other work was performed on west deviation saddle segment W2-W2.

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Grinding Operation on Saddle: West Deviation Saddle Segment W2-W3 (steel section being welded to steel section)

The QA Inspector observed the JSW personnel performing the gouging operation by the air-carbon-arc method and the grinding operation around the radius of the cope holes- (weld access) after the partial-joint penetration (PJP) groove weld operation was completed on the rib plate to base plate, rib plate to stem plate, and stem plate to base plate of west deviation saddle segment W2-W3. The QA Inspector also observed the JSW personnel performing the grinding operation on the cover passes of the PJP groove welds to a visual acceptable profile prior to Quality Control (QC) Inspector Mr. Chung Fu Kuan performing a visual inspection for acceptance in accordance with the approved shop drawings and AWS D1.5-2002 Section 3.6. The QA Inspector observed that the gouging and grinding operation was in process on the west deviation saddle segment at the end of the QA Inspectors' shift.

Grinding Operation on Bearing Blocks to Rocker Bearing Plate Assembly: East Saddle E2-W1

The QA Inspector observed that the fillet weld operation was completed on bearing block piece mark no. 21-4 to bearing plate piece mark no. 21-1 on rocker bearing plate assembly for E2-W1. The QA Inspector observed that the JSW personnel were grinding the fillet welds to an acceptable visual profile by the end of the QA Inspectors' shift.

Weld Operation Idle on End Splay Cover Plate Assembly: East Saddle E2-W1

The QA Inspector observed that the complete-joint penetration (CJP) groove weld operation was completed on the (cover plate stiffener to base plate) of the end splay cover plate assembly for east saddle E2-W1. On this date, The QA Inspector observed that no work was performed on the end splay cover plate assembly for E2-W1.

Foundry:

Storage of Saddle: West Deviation Saddle Segment W2-W3 (cast section)

The QA Inspector observed that west deviation saddle segment W2-W3 (cast section) is located in the Foundry Shop for storage until west deviation saddle segment W2-W3 (steel section) is ready for the fit-up operation. On this date, the QA Inspector observed that no work was performed on west deviation saddle segment W2-W3 (cast section).

Defect Removal pending on Cast Saddle: East Saddle E2-E1 (cast saddle)

The QA Inspector observed that the JSW personnel still need to perform the grinding operation inside of the excavated areas on the cast saddle to remove rejectable indications located on the exterior of the trough section, stem section, and rib section at various locations along its length on east saddle E2-E1. The rejectable indications were located in the the excavated areas that were previously marked up by Nikko Inspection Services (NIS) QC NDT Personnel Mr. K. Nishida (#311) from the liquid penetrant test (PT) and magnetic particle test (MPT) inspection to ensure the complete removal of the rejectable indication prior to the start of the repair weld operation. The QA Inspector observed that the grinding operation has not started on the exterior of the east saddle by the end of the QA Inspectors' shift.

Weld Operation in process on Cast Saddle: East Saddle E2-W1 (cast saddle)

The QA Inspector observed the repair weld operation on excavated areas on exterior of the trough (ID side) on east saddle E2-W1. The QA Inspector observed Quality Control (QC) Inspector Mr. T. Imai verify prior to and

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during the weld operation that the minimum preheat temperature of 150 degrees Celsius was maintained and the welding parameters of JSW welding personnel Mr. Y. Kabutomori (06-8000) were in compliance with WPS SJ-3026-4 per the SMAW process in the horizontal position using (5.0) mm diameter E9016-G electrode. The QA Inspector observed that the repair weld operation was in process at the end of the QA Inspectors' shift.

Shaping Operation pending on Saddle: West Jacking Saddle (cast saddle)

The QA Inspector observed that JSW personnel completed the shaping (scarfing) operation- (removal of excess cast material on the rough casting) by the air-carbon arc gouge method using (19) mm carbon electrode on the (ID side) of the trough, stem and rib sections of the west jacking saddle to profile the trough, stem, and rib sections of the west jacking saddle to the proper shape, dimension and radius. On this date, the QA Inspector observed the JSW personnel were in process of turning over the west jacking saddle to resume the shaping operation on the other side at the end of the QA Inspectors' shift.

Unless otherwise noted, all observations reported on this date appeared to be in general compliance with the applicable contract documents

### Summary of Conversations:

No significant conversations were reported on this date.

### Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Nina Choy, 510 385-5910, who represents the Office of Structural Materials for your project.

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<b>Inspected By:</b>	Peterson, Art	Quality Assurance Inspector
<b>Reviewed By:</b>	Guest, Kittric	QA Reviewer

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